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CIA/RR CB 60-11

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15 February 1960

## CURRENT SUPPORT BRIEF

IDENTIFICATION OF SOVIET AIRCRAFT SETTING WORLD RECORDS

OFFICE OF RESEARCH AND REPORTS

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The Soviet press recently has claimed two new world payload-altitude records and one payload-speed record set by two heavy 4-turbojet engine aircraft. These aircraft, designated the 103M and the 201M by the USSR, are believed to be the Myashishchev-designed Bison A and Bison B heavy bombers.

Data on these three flights has been received by the Federation Aeronautique Internationale (F.A.I.), which is the organization responsible for confirmation of all international records. 1/

These flights are described as follows:

- a. 16 September 1959 -- The 201M aircraft piloted by Lt. Col. N. I. Goryainov reached a record altitude of 50,200 feet carrying a load of 23,000 pounds consisting of 523 pieces of pig iron.
- b. 29 October 1959 -- The 201M aircraft carried a load of pig iron weighing 122,000 pounds to an altitude of 43,000 feet. The pilot for this flight was Boris Stepanov.
- c. 30 October 1959 -- The 103M aircraft, piloted by Anatole Lipko, with a load of 59,500 pounds, covered a distance of 540 NM over a closed course at an average speed of 555 knots.

Of particular significance is the fact that Lt. Col. N. K. Goryainov, as of 1957, was test pilot of Myashishchev's design bureau. Several of the same individuals (listed by name in the data forwarded to the FAI) were crew members of both the 103M and 201M aircrafts in these flights.

Among the data received by the FAI are the following descriptions of the 103M and 201M aircraft:

- a. 103M Aircraft  
Aircraft type: Midwing turbojet monoplane  
Powerplant: Four type D-15 of 13,000 kg (28,700 lbs)  
Aircraft certification: No. 914 dated 17 April 1955
- b. 201M Aircraft  
Aircraft type: Midwing turbojet monoplane  
Powerplant: Four type D-15 of 13,000 kg (28,700 lbs)  
Aircraft certification: No. 5301 dated 1 November 1955

The only known Soviet midwing aircraft having 4 turbojet engines are the Bison A and the Bison B heavy bomber aircraft. The engines on the Bison aircraft are estimated to have approximately 20,000 pounds of thrust whereas the engines on the two aircraft setting the records have a thrust of 28,700 pounds. Special engines, however, could have been installed in Bison aircraft in order to set the record.

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The data submitted to the F.A.I. show the 103M aircraft was certified on 17 April 1955. At this time no Bison B aircraft had been produced. The 103M aircraft, therefore, is equated to the Bison A.

Prototypes of the Bison B are believed to have been constructed in the later half of 1956 and transported by barge to Ramenskoye where the aircraft was assembled. The first sighting of a Bison aircraft on a barge occurred on 22 September 1955. This aircraft could have been assembled and test flown by 1 November 1955, the date of certification of the 201M aircraft. The 201M aircraft, therefore, is believed to be one of the prototypes of the Bison B.

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Analysts:



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Source:

1. Paris 1407608, Air Intelligence Information Report, 14 Jan 60. S/NOFORN

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